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I claim for the Patent Letters:

1. (Original) The method for producing lateral ejection apparattii for helicopter or plane comprising;

an aircraft occupancy, shown here as a helicopter with a set of seat chassis' mounted on a set of rails of any type, ideally depicted on load bearing triple monorails. Load bearing triple monorails with one-hundred sixty-eight circumventing roller trucks attached to the inner rails, and covered along the barrel end by mesh;

an outer track box movable along the seat tracks;

a monorail supporting track with eighty-four roller trucks;

an outer track movable box to which any seat chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom positioned tail fins slotted within the ejection monorails launcher platform legs;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which design is prevented from recoiling into the path of the ejecting occupant and device by a common latch;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes;

a hermetically sealed fuse box with a rip cord attached to the blast shield in which altitude sensitive fuses for opening the desired altitude appropriate parachutes are contained;
a anterior side mounted blast shield and monorail inner track support to which a pair of ejection catapult rockets are sealed until ignited, thereby preventing the outer track box and seat chassis from moving along the inner and supporting tracks.

2. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **1**, where a set of tracks are constructed laterally or perpendicular to the horizontal longitudinal axis of an aircraft occupancy.

3. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where a set of three monorail tracks are constructed in a right angle configuration with two monorails forming a base to which the third or back monorail is aligned.

4. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where a set of triple monorails are surrounded by an outer track box to which any seat chassis can be mounted, and which is movable along the monorail inner tracks and launcher platform supporting track structure.

5. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **4**, where an ejection outer track box which can attach to any seat chassis is prevented from moving along the monorail and supporting tracks prior to the lateral ejection sequence by burst able seal locks connecting two rocket catapults housed within the outer monorail track ejection box between the bottom monorail inner track casing to a blast shield joined to three support columns, supporting the triple monorail inner tracks with attached roller trucks.

6. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where a pair of tail fins are arranged beneath a seat chassis in order to guide the seat chassis after ejection on a curved path away from the roll and spin area of a failed aircraft.

7. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **6**, where the bottom mounted tail fins which guide the ejecting seat chassis trajectory, and are attached to an outer monorail track box to which any seat chassis may be fixed.

8. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **7**, where the bottom mounted tail fins attached to the outer monorail track box are slotted within legs of a launcher platform, which platform further supports a supporting track supporting both the outer and inner monorail tracks.

9. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where an emergency greater sliding door panel with an interior operational conventional hinge door is propelled out of the path of the ejecting occupants by pneumatic rockets located at the top and bottom of the front interior portion of the sliding greater door panel, and prevented from recoiling into the path of the ejecting occupants by a set pair of latch catches located on the side of the aircraft fuselage between the upper and lower sliding door panel tracks.

10. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where multiple airbags are employed for positioning the legs, torso and head of an occupant, and dual side seat chassis airbags to protect the head, neck and chest of an occupant while laterally ejecting from an aircraft by means of rocket catapult propulsion.

11. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where at least three compartments for altitude appropriate parachutes are affixed to the ejecting seat chassis.

12. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where at least three altitude appropriate parachutes are controlled by a hermetically sealed sensor fuse box that can be mounted on the top outer portion of the back outer monorail track, and activated by a simple rip cord fixed to the interior of the aircraft or a blast shield, which rip cord upon ejection opens the hermetic seal of the parachute fuse box, exposing multiple altitude sensitive fuses to altitude pressures; whereby the appropriate parachute drogue extraction is commenced in sequence.

13. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where a blast shield is placed in the interior or the aircraft to both facilitate ejection rocket launch, and to prevent the after burn of the rocket catapults from destroying or harming the occupants and devices on the opposite side of the aircraft; also employing a blast shield for lateral ejection.

14. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **1**, where any seat chassis has at least three compartments attached to the back of the seat chassis and contain at least three altitude appropriate parachutes for safe lateral ejection.

15. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where three monorail tracks are constructed such that the inner monorail tracks support an outer monorail track box which moves along the inner monorail tracks by means roller truck wheels.

16. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **4**, where the supporting track structure of the

launcher platform employs roller truck wheels to support the movable outer track box and inner tracks.

17. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where three monorail tracks are supported by three support columns located on the interior of the aircraft and molded to the inner monorail tracks at right angles.

18. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where the triple monorail tracks are supported by a launcher platform base support track, three support columns molded to the inner monorail tracks interior ends, and by a blast shield molded to the launcher platform, support track, and three support columns.

19. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **3**, where an aircraft fuselage, including helicopters and planes is large enough to accommodate multiple lateral ejection devices without reducing the number of occupant accomadations.

20. (Original) The method for producing lateral ejection apparattii for helicopter or plane of claim **2**, where an aircraft fuselage has either the design changed or number of occupant accommodations reduced in order to install lateral ejection devices.

21. (Withdrawn) Method for producing lateral ejection apparattii for helicopter or plane comprising,

an aircraft fuselage with an interior guide track or rail system arranged perpendicular to the horizontal longitudinal axis of an aircraft fuselage, to which an aircraft seat framework, known as a, chassis or apparattii is attached and which apparatus or apparattii are rocket catapulted from an aircraft fuselage, by said means rocket catapult, so that a triple parachute configuration with a powered rotor motor harness and sensor fuse box with multiple sensors

and fuses for activating the appropriate parachute based on ambient pressure can be deployed to recover an aircraft occupant;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, necessary for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes, inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive senors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, bed or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed, seat, apparattii, flotation device located in a bed, seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii in a horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe mainlock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support

pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection apparattii at a functional and comfortable level and height for the occupant or occupants.

22. (Withdrawn) The method for producing lateral ejection apparattii for helicopter or plane comprising;

an aircraft fuselage with a single and/or double track, track and guide rail system arranged perpendicular to the horizontal longitudinal axis of an aircraft interior;

in a single or double track construction, a number of rocket catapult chambers are used, which are correspondingly rocket catapult chambers, **1bb, 2bb** and/or **3bb.** Moreover the lateral ejection tool is sightable by utilizing an aiming mechanism **FIG. 1B,** directed by a mechanized gear console handle **13B,** and swing arm barrel sight seat swivel **14B** for rotor positioning the occupant; only when existing fuselage area allows; actuated by cylindrical telescoping hydraulic arms **15B,** and **16B,** capable of realizing near perfect, or, perfect theoretical, lateral ejection respective of the real time forward motion (pressure) from velocity and position of a failed aircraft, by targeting preferred seat trajectories **9B, 10B, 11B, 12B**, towards any quadrant within a sphere when right and left bipolar seat pairs **FIG. 1B,** are configured in a combat or high performance helicopter or plane; if said aiming mechanism operates independent of a robotic arm, which costs would perhaps become prohibitive except in luxury aircraft or military designs in an exemplary embodiment. The aiming mechanism can work by pushing and pulling rotor positions on the lateral ejection track and guide rail with attached seat chassis, swinging from a center console **13B,** containing a ceramic tile with alloy or metallic backing

blast shield, and a swivel plate **14B,** on which a single track, double track or triple monorail track are attached without overburdening the aircraft with additional weight; including attached simply to an aircraft floor or wall without a center console, riser or launcher platforms;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, necessary for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes, inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive senors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, bed or apparattii separation from an occupant, using a gas powered rotor motor harness, so that

the apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed, seat, apparattii, flotation device located in a bed, seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii in a horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe mainlock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection apparattii at a functional and comfortable level and height for the occupant or occupants.

23. (Withdrawn) The method for producing lateral ejection apparattii for helicopter or plane comprising;

an aircraft fuselage, with a, or, a set of seat chassis' mounted on triple monorails, and covered along the guide track end by a teflon mesh or teflon coated metallic mesh end cover;

a monorail supporting track;

an outer track, guide rail box to which any seat chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom rotor positioning tail fins slotted within the ejection monorails launcher platform legs mold, which fins or rudders at angle theta exit

launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit the launcher platform leg slots;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive senors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable

altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, bed or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed, seat, apparattii, flotation device located in a bed, seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii in a horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe mainlock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection apparattii at a functional and comfortable level and height for the occupant or occupants.

24. (Withdrawn) The method for producing lateral ejection apparattii for helicopter or plane comprising;

an aircraft fuselage, with a, or, a set of seat chassis' mounted on triple monorails, load bearing triple monorails with one-hundred twenty-six roller trucks and two-hundred fifty-two teflon or other fire resistant material coated, circumventing roller truck wheels attached to the inner rails monorail roller trucks grid, and a supporting track grid with forty-two roller trucks and eighty-four roller truck wheels;

a monorail supporting track;

an outer track, guide rail box to which any seat chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis

of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom rotor positioning tail fins slotted within the ejection monorails launcher platform legs mold, which fins or rudders at angle theta exit launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit the launcher platform leg slots;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

an ejection guide rail monorail roller truck and roller truck wheels construction, which is a self ventilating grid formation for ducting heat caused by fire or enemy fire, thereby said ventilating preventing or minimizing track freezing or similar failure of a guide track and rail system due to severe friction of metallic or alloy tracks, a track and guide rail expanding against one another from exposure to very high temperatures;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive senors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, bed or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed, seat, apparattii, flotation device located in a bed, seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii in a horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring

loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe mainlock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection apparattii at a functional and comfortable level and height for the occupant or occupants.

25. (Withdrawn) The method for producing lateral ejection apparattii for helicopter or plane comprising, a bed

for sleeping, rest, or emergencies attached to long, perpendicularly arranged track, guide rail or apparattii rocket catapulted propelled laterally out of an aircraft fuselage interior by a rocket catapult system;

a monorail supporting track;

an outer track, guide rail box to which any seat chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis

of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom rotor positioning tail fins slotted within the ejection monorails launcher platform legs mold, which fins or rudders at angle theta exit launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit the launcher platform leg slots;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

an ejection guide rail monorail roller truck and roller truck wheels construction, which is a self ventilating grid formation for ducting heat caused by fire or enemy fire, thereby said ventilating preventing or minimizing track freezing or similar failure of a guide track and rail system due to severe friction of metallic or alloy tracks, a track and guide rail expanding against one another from exposure to very high temperatures;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel or door, which design is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, necessary for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive senors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, bed or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed, seat, apparattii, flotation device located in a bed, seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii in a horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage

and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe mainlock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection apparattii at a functional and comfortable level and height for the occupant or occupants.

26. (Withdrawn) An aircraft fuselage for lateral ejection apparattii which is enlarged and has additional supporting aircraft fuselage struts and structural supports installed in the fuselage frame structure with slender tempered glass panes added to the fuselage frame in order to accommodate the lateral ejection apparattii with the same near number of aircraft seats, and improved field of view for the aircraft pilots, crew, passengers or other occupants.

27. (Withdrawn) A safe, stable and efficient process, methodology, devices and apparattii, whereby all occupants of aircraft, be they helicopters or planes,

or, like action crossovers, such as gyroplanes or spacecraft designed to fly like planes, are laterally ejected from an imperiled and life threatening said aircraft;

providing laterally aligned escape devices for all types of private, business, commercial, government and general aviation aircraft, which lateral ejection apparattii are stable, reliable, simple, efficient, safe and effective at extracting aircraft occupants from life threatening aircraft, whether they are sitting in a seat or lying down in a bed, or in an aircraft cabin or cockpit;

a method and process of escaping life threatening aircraft by rocket catapult propulsion and a unique multiple parachute configuration to extract pilots, passengers, emergency and medical patients in seats, beds or apparattii from life threatening aircraft by configuring rigid ejection apparattii framework perpendicular to aircraft longitudinal horizontal axis and propelling said occupant or occupants out the side of said aircraft by a rocket catapult system, past an emergency pneumatic rocket actuated sliding aircraft door or panel, wing strut, support or other propulsed object in the lateral ejection pathway, so then an automatic parachute system can deploy, and lower or recover the laterally ejected occupant or occupants to the ground or surface.

28. (Withdrawn) Teflon or other fire resistant material, primarily on the outer surface, but not limited to the outer surfaces of a seat or bed or apparattii right and left side mounted, pressure sensitive airbags, and roller truck wheels, and track mesh end cover to prevent fire or enemy fire from burning or hitting the ejected occupant or occupants, or igniting the guide track or igniting the roller truck wheels.

29. (Withdrawn) An advantageous arrangement combining the advantages of conventional jet aircraft vertically seeking ejection apparatus with the advantages of lateral ejection apparattii and process.

30. (Withdrawn) When aircraft seats and their occupants can be aligned and usually are in commercial and private aircraft, along the edge of the planes

right and left latitudes, and ejected laterally; thereby, when an aircraft is in an upright posture minimizing both the applied force of gravity pulling down on the seat and seat occupant and distance, angle and altitude of recovery and rocket power off during the apparatus transversing from point A to point B; so to be removed by the lateral ejection apparattii powered by a rocket catapult and moving from point A to point B along the same or near same gravitational plane along a preferred angle of descent and recovery when ejected laterally from a plane in a dangerous or life threatening descent; so that an automatic, individual parachute system can be automatically activated and deployed to break and stabilize the plane occupant(s) descent to a surface, after ejecting laterally from a plane.

31. (Withdrawn) Separately falling seats and parachutists in aircraft that are laterally ejected perpendicular to the horizontal longitudinal axis of an aircraft fuselage in seat rows aligned in aisles on a reloading chain and gas engine powered track and guide rail lateral ejection apparattii are also constructed for laterally ejecting aircraft occupants who are arranged in rows and aisles.

32. (Withdrawn) Rotor positioning apparattii and aircraft occupants for lateral ejection from an upright, rolled or rolling aircraft fuselage.

33. (Currently amended) Method for producing lateral ejection apparattii for helicopter or plane comprising,

an aircraft fuselage with an interior guide track or rail system arranged perpendicular to the horizontal longitudinal axis of an aircraft fuselage, to which an aircraft seat framework, known as a, seat, chassis or apparattii is attached and which seat, chassis, apparatus or apparattii are rocket catapulted from an aircraft fuselage, by said means rocket catapult, so that a triple parachute configuration with a powered rotor motor harness and sensor fuse box with multiple sensors and fuses for activating the appropriate parachute based on ambient pressure can be deployed to recover an aircraft occupant;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, necessary for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes, inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting seat or apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the seat or apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a seat, or apparattii, flotation device located in a seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting seat or apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii in a horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection seat or apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a seat chassis or apparattii able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and seat or device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support

pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection seat or apparattii at a functional and comfortable level and height for the occupant or occupants;

an aircraft fuselage with a single and/or double track, track and guide rail system arranged perpendicular to the horizontal longitudinal axis of an aircraft interior;

in a single or double track construction, a number of rocket catapult chambers are used, which are correspondingly rocket catapult chambers, **1bb, 2bb** and/or **3bb;** moreover with the lateral ejection tool sight-able by utilizing an aiming mechanism **FIG. 1B,** directed by a mechanized gear console handle **13B,** and swing arm barrel sight seat swivel **14B** for rotor positioning the occupant; only when existing fuselage area allows; actuated by cylindrical telescoping hydraulic arms **15B,** and **16B,** capable of realizing near perfect, or, perfect theoretical, lateral ejection respective of the real time forward motion (pressure) from velocity and position of a failed aircraft, by targeting preferred seat trajectories **9B, 10B, 11B, 12B**, towards any quadrant within a sphere when right and left bipolar seat pairs **FIG. 1B,** are configured in a combat or high performance helicopter or plane; if said aiming mechanism operates independent of a robotic arm, which costs would perhaps become prohibitive except in luxury aircraft or military designs in an exemplary embodiment;

the aiming mechanism can work by pushing and pulling rotor positions on the lateral ejection track and guide rail with attached seat chassis, swinging from a center console **13B,** containing a ceramic tile with alloy or metallic backing blast shield, and a swivel plate **14B,** on which a single track, double track or triple monorail track are attached without overburdening the aircraft with

additional weight; including attached simply to an aircraft floor or wall without a center console, riser or launcher platforms;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and seat or device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, necessary for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes, inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the seat or apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a seat, or apparattii, flotation device located in a

seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting seat or apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii away from an upright or horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection seat, seats or apparattii at a functional and comfortable level and height for the occupant or occupants;

an aircraft fuselage, with a, or, a set of seat chassis' mounted on triple monorails, and covered along the guide track end by a teflon mesh or teflon coated metallic mesh end cover;

a monorail supporting track;

an outer track, guide rail box to which any seat chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom rotor positioning tail fins slotted within the ejection monorails launcher platform legs mold, which fins or rudders at angle theta exit launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit the launcher platform leg slots;

laterally ejectable seats or apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero

altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a seat, or apparattii, flotation device located in a seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii away from an upright and horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection seat or apparattii at a functional and comfortable level and height for the occupant or occupants;

an aircraft fuselage, with a, or, a set of seat chassis' mounted on triple monorails, load bearing triple monorails with one-hundred twenty-six roller trucks and two-hundred fifty-two (or other number) of teflon or other fire resistant material coated, circumventing roller truck wheels attached to the inner rails monorail roller trucks grid, and a supporting track grid with forty-two roller trucks and eighty-four roller truck wheels (or other number);

a monorail supporting track;

an outer track, guide rail box to which any seat chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom rotor positioning tail fins slotted within the ejection

monorails launcher platform legs mold, which fins or rudders at angle theta exit launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit the launcher platform leg slots;

laterally ejectable apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

an ejection guide rail monorail roller truck and roller truck wheels construction, which is a self ventilating grid formation for ducting heat caused by fire or enemy fire, thereby said ventilating preventing or minimizing track freezing or similar failure of a guide track and rail system due to severe friction of metallic or alloy tracks, a track and guide rail expanding against one another from exposure to very high temperatures;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed seat, or apparattii separation from an occupant, using a gas powered rotor motor harness, so that the apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a seat or apparattii, flotation device located in a seat or apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii in a horizontal degree just prior to lateral ejection to reduce the vertical angle of the human body to the lateral force of a rocket catapult, including using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a seat chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage

and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection apparattii at a functional and comfortable level and height for the occupant or occupants.

34. (Currently amended) The method for producing lateral ejection bed apparattii for helicopter or plane comprising, an rigid framework ejection bed for sleeping, rest, or emergencies attached to long, perpendicularly arranged track, guide rail or apparattii rocket catapulted propelled laterally out of an aircraft fuselage interior by a rocket catapult system;

a monorail supporting track;

an outer track, guide rail box to which any bed chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection

flight by two bottom rotor positioning tail fins slotted within an ejection monorails launcher platform legs mold, which fins or rudders at angle theta exit launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit the launcher platform leg slots;

laterally ejectable bed apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection bed apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

an ejection guide rail monorail roller truck and roller truck wheels construction, which is a self ventilating grid formation for ducting heat caused by fire or enemy fire, thereby said ventilating preventing or minimizing track freezing or similar failure of a guide track and rail system due to severe friction of metallic or alloy tracks, a track and guide rail expanding against one another from exposure to very high temperatures;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel or door, which design is prevented from recoiling into the path of the ejecting occupant and bed device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, necessary for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude

appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting bed apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed bed apparattii separation from an occupant, using a gas powered rotor motor harness, so that the bed apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed apparattii, flotation device located in a bed apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting bed apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a bed chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and bed device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and bed chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection bed apparattii at a functional and comfortable level and height for the occupant or occupants;

with a single and/or double track, track and guide rail system arranged perpendicular to the horizontal longitudinal axis of an aircraft interior;

in a single or double track construction, a number of rocket catapult chambers are used, which are correspondingly rocket catapult chambers, **1bb, 2bb** and/or **3bb.** Moreover the lateral ejection tool is sight-able by utilizing an aiming mechanism **FIG. 1B,** directed by a mechanized gear console handle **13B,** and swing arm barrel sight bed swivel **14B** for rotor positioning the occupant; only when existing fuselage area allows; actuated by cylindrical telescoping hydraulic arms **15B,** and **16B,** capable of realizing near perfect, or, perfect theoretical, lateral ejection respective of the real time forward motion (pressure) from velocity and position of a failed aircraft, by targeting preferred

bed trajectories **9B, 10B, 11B, 12B**, towards any quadrant within a sphere when right and left bipolar bed pairs (or diametric opposite directions (left or right) of lateral ejection are arranged for a single lateral ejection unit) **FIG. 1B,** are configured for a lateral ejection bed apparattii in a commercial, medical/emergency, combat or high performance helicopter or plane; if said aiming mechanism operates independent of a robotic arm, which costs would perhaps become prohibitive except in commercial, medical/emergency, luxury aircraft or military designs in an exemplary embodiment;

the aiming mechanism can work by pushing and pulling rotor positions on the lateral ejection track and guide rail with attached bed chassis, swinging from a center console **13B,** containing a ceramic tile with alloy or metallic backing blast shield, and a swivel plate **14B,** on which a single track, double track or triple monorail track are attached without overburdening the aircraft with additional weight; including attached simply to an aircraft floor or wall without a center console, riser or launcher platforms;

a bed chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, necessary for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes, inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed bed apparattii separation from an occupant, using a gas powered rotor motor harness, so that the bed apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed apparattii, flotation device located in a bed apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a bed apparattii using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

laterally ejectable bed apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection bed apparattii, with air current flowing through the empty monorail

track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a bed chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and bed chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection bed apparattii at a functional and comfortable level and height for the occupant or occupants;

an aircraft fuselage, with a, or, a set of bed chassis' mounted on triple monorails, and covered along the guide track end by a teflon mesh or teflon coated metallic mesh end cover;

a monorail supporting track;

an outer track, guide rail box to which any bed chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom rotor positioning tail fins slotted within an ejection monorails launcher platform legs mold, which fins or rudders at angle theta exit launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit a launcher platform leg slots;

laterally ejectable bed apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

a bed chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes inside ejection rigid framework back;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting bed apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed bed apparattii separation from an occupant, using a gas powered rotor motor harness, so that the bed apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed apparattii, flotation device located in a bed apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting bed apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning apparattii using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a bed chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection bed apparattii at a functional and comfortable level and height for the occupant or occupants;

an aircraft fuselage, with a, or, a bed chassis or set of bed chassis' mounted on triple monorails, load bearing triple monorails with two-hundred fifty-two roller trucks and three-hundred and four (or other number) of teflon or other fire resistant material coated, circumventing roller truck wheels attached to the inner rails monorail roller trucks grid, and a supporting track grid with eighty-

four roller trucks and one-hundred-sixty-eight roller truck wheels (or other number);

a monorail supporting track;

an outer track, guide rail box to which any bed chassis or chassis' can be mounted, and ejected laterally, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom rotor positioning tail fins slotted within an ejection monorails launcher platform legs mold, which fins or rudders at angle theta exit launcher platform leg slots, which is the maximum angle bottom-mounted tail fins can be turned and still exit the launcher platform leg slots;

laterally ejectable bed apparattii which are aerodynamically able to navigate a life threatening aircraft debris field, by employing a track and guide rail construction of a monorail or monorails type, which uses a tubular airfoil form of monorail working as an airfoil or airfoils, i.e. wings, yaws, fins, flaps, rudders rotary positioned on the underside or underside and back of a lateral ejection bed apparattii, with air current flowing through the empty monorail track tube or tubes, insuring a steady and reliable emergence flight from said aircraft debris field;

an ejection guide rail monorail roller truck and roller truck wheels construction, which is a self ventilating grid formation for ducting heat caused by fire or enemy fire, thereby said ventilating preventing or minimizing track freezing or similar failure of a guide track and rail system due to severe friction of metallic or alloy tracks, a track and guide rail expanding against one another from exposure to very high temperatures;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage

and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck and chest of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

three compartments for altitude appropriate parachutes;

a hermetically sealed fuse box with a rip cord attached to a blast shield in which altitude sensitive sensors and fuses for opening the desired altitude appropriate parachutes are contained; with a gas powered rotor motor harness which is useful and effective, not just at moderate and/or high or tolerable altitudes, but during onboard fires, runway overshooting, very low or zero altitudes, or when over a body of water at a very low or tolerable altitude; whenever a motor harness sequencing completes;

laterally ejecting bed apparattii at very low or zero altitudes, during aircraft fires, or water escape flotation, escapes that utilize a delayed bed apparattii separation from an occupant, using a gas powered rotor motor harness, so that the bed apparattii optionally controlled by a sequencing motor harness provides protective surfaces of a bed apparattii, flotation device located in a bed apparattii frame bottom or panel and/or airbags for the occupant as the laterally ejecting bed apparattii impacts the ground, water, air or other surface;

minimizing the lateral force on a spine, neck, head and organs of an occupant by either turning a seat or apparattii using side mounted pressure sensitive airbags or other concave, convex or bucket like restraints to create a rigid restraint and confine for the body, head, neck, spine and organs; or using any other bucket, convex or concave forms to restrain a human body during lateral ejection;

a bed chassis able to eject laterally by the opening of an emergency pneumatic rocket propelled fixed greater sliding door panel, in which, a operational conventional hinged door is housed;

an emergency fixed greater sliding door panel with pneumatic rockets located at the top and bottom of the sliding panel, which door or panel is prevented from recoiling into the path of the ejecting occupant and bed device by spring loaded latch catches attached to the aircraft frame on the outside of a fuselage and pushed into a locked and rigid position by the pneumatic rocket propelled sliding emergency door or panel;

two sets of dual airbags for positioning the legs and torso and protecting the head, neck, spine and organs of the ejecting occupant, and which are mandatory for safe lateral equal access emergency exit ejection;

a anterior side mounted ceramic and alloy or metallic backed blast shield and track support to which a pair of ejection catapult rockets are sealed with collar seals around rocket nozzle ends, until ignited and bursting collar seals with rocket exhaust pressure, thereby preventing a track and seat chassis from moving along an inner and/or supporting track and guide rail, failsafe main-lock and ignition release key nozzle collar;

with a plane pneumatic rocket or other explosive charge method for a drop-down emergency panel or emergency door, and wing strut or support pneumatic removal or other said explosive charge means of wing strut, object or instrument removal from the emergency exit lateral ejection trajectory or pathway;

a track support launcher platform, column, columns or center console support the lateral ejection bed apparattii at a functional and comfortable level and height for the occupant or occupants.

35. (Currently amended) An aircraft fuselage for lateral ejection apparattii which is enlarged and has additional supporting aircraft fuselage struts and

structural supports installed in the fuselage frame structure with slender tempered glass panes inserted between the reinforcing struts and structural supports added to the fuselage frame in order to accommodate the lateral ejection apparattii with the same near number of aircraft seats, and improved or near same field of view for the aircraft pilots, crew, passengers or other occupants;

which safe, stable and efficient process, methodology, devices and apparattii, may eject all occupants of aircraft, be they ejected from helicopters or planes, or, like action crossovers, such as gyroplanes or spacecraft designed to fly like planes, and are laterally ejected from an imperiled and life threatening said aircraft;

providing laterally aligned escape devices for all types of private, business, commercial, government and general aviation aircraft, which lateral ejection apparattii are stable, reliable, simple, efficient, safe and effective at extracting aircraft occupants from life threatening aircraft, whether they are sitting in a seat or lying down in a bed, or in an aircraft cabin or cockpit;

which method and process of escaping life threatening aircraft by lateral rocket catapult propulsion and a unique advanced triple (or number larger than 2) parachute configuration to extract pilots, passengers, emergency and medical patients in seats, beds or apparattii from life threatening aircraft by configuring rigid ejection apparattii framework perpendicular to aircraft longitudinal horizontal axis and propelling said occupant or occupants out the side of said aircraft by a rocket catapult system, past an emergency pneumatic rocket actuated sliding aircraft door or panel, wing strut, support or other propelled object in the lateral ejection pathway, so then an automatic parachute system can deploy, and lower or recover the laterally ejected occupant or occupants to the ground or surface;

with teflon or other fire resistant material, primarily on the outer surface, but not limited to the outer surfaces of a seat or bed or apparattii right and left side mounted, pressure sensitive airbags, and roller truck wheels, and track mesh end cover to prevent fire or enemy fire from burning or hitting the ejected occupant or occupants, or igniting the guide track or igniting the roller truck wheels;

such that an advantageous arrangement combining the advantages of conventional jet aircraft vertically seeking ejection apparatus with the advantages of lateral ejection apparattii and process is made possible;

such that rotor positioning apparattii and aircraft occupants for lateral ejection from an upright, rolled or rolling aircraft fuselage is possible;

when aircraft seats and their occupants can be aligned and usually are in commercial and private aircraft, along the edge of the planes right and left latitudes, and ejected laterally through the side wall, door, canopy openings or opening or space;

thereby, when an aircraft is in an upright or near upright and level attitude (rolling less than 90 degrees along the horizontal) posture minimizing both the applied force of gravity pulling down on the seat and seat occupant and distance, angle and altitude of recovery and time interval between rocket power ignition and rocket power off during the apparatus transversing from point A to point B;

so to be removed by the lateral ejection apparattii powered by a rocket catapult and moving from point A to point B along the same or near same gravitational plane as the forward motion of an aircraft along a preferred angle of ejection, escape, descent and recovery when ejected laterally from a plane in a dangerous or life threatening descent;

so that an automatic, individual parachute system can be automatically activated and deployed to break and stabilize the plane occupant(s) descent to a surface, after ejecting laterally from a plane;

with separately falling seats and parachutists in aircraft that are laterally ejected perpendicular to the horizontal longitudinal axis of an aircraft fuselage in seat rows aligned in aisles on a reloading chain and gas engine powered track and guide rail lateral ejection apparattii are also constructed for laterally ejecting aircraft occupants who are arranged in rows and aisles.